twenty-sixth, 1807. Any vessel which had suffered the visitation of English cruisers or had put in at any English port was declared thereby to have become English and consequently subject to confiscation; an embargo was also placed on all neutral ships at that time in French harbors. Prussia, Sweden, and Denmark adhered promptly to the new Continental System. England was terrified at the consequences of its own temerity, and on April twenty-sixth, 1809, modified her orders by limiting the blockade to "all the ports of the so-called Kingdom of Holland, of France and her colonies, and of Southern Italy, from Orbitello to Pesaro inclusive.77 Yet, for all this, Austria and Switzerland gave in their adhesion somewhat later; while America stuck to the principle of non-intercourse and finally obtained the revocation in her favor of both the Berlin and the Milan Decrees and, in the end, of the Orders in Council. As is well known, public necessity proved to be stronger than theory; Napoleon's very energy in depriving continental Europe of colonial and English-made articles which, once regarded as luxuries, had in time become necessities, together with the consequent exasperation of Great Britain at the diminution of her trade, was one of the influences which combined the most discordant political elements into a union for the destruction of French empire.

The English side of the secular controversy which has raged over the right and wrong of the Continental System has been presented by various writers with great ingenuity and acumen. The seizure of private persons and property on the high seas, runs their argument, was simply the retort to the French decree of 1798 which ordered the execution of all neutral sailors found on English ships; the French had been the first to disregard the law of nations in seizing the property of English